

To-day's Advertisements.

DIAMOND JUBILEE.

NOW READY! NOW READY!
THE FORM OF PRAYERS
AND
THANKSGIVING TO GOD
TO BE USED ON
THANKSGIVING DAY,
20TH JUNE, 1897.

A small pamphlet containing the form of Prayers and special Thanksgiving (authorized version, as published in *The Times*) is now for Sale at the office of

"THE HONGKONG TELEGRAPH,"

No. 6, Paddar's Hill.

PRICE, 40 CENTS EACH.

Orders will receive prompt attention and should be addressed to—

MANAGER,

"HONGKONG TELEGRAPH,"
HONGKONG.

N.B.—Orders from Canton and Coast Ports will receive immediate attention, and on such orders postage will be added to cost.

NOW READY!

The form of *Spiritual Service and Prayers*, as directed by the Chief Rabbi for use on
THANKSGIVING DAY, 20th June, 1897.
PRICE, 10 cents each,
At the "HONGKONG TELEGRAPH" Office,
Hongkong, 12th June, 1897.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Bathurst, will be despatched for the above Ports on SATURDAY, the 19th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 16th June, 1897. [953]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES."

Captain Douglas, will be despatched for the above Ports on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 16th June, 1897. [954]

NOW READY!

COMMERCIAL AND STATISTICAL
PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale,

PRICE 5 PER COPY,

at the office of the

"HONGKONG TELEGRAPH,"
No. 6, Paddar's Hill.

Hongkong, 7th May, 1897. [765]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

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SIMPLE AERATED WATER.
SODA WATER.
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Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [3796]

TO SUBSCRIBERS.

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NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, and not necessarily the publication, but as evidence of good faith. Whilst the columns of the *Hongkong Telegraph* will always be open for the free discussion of all questions affecting public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper, to the "Manager, Hongkong Telegraph," and not to the Editor. Notices should be sent to the Manager at least three days before the day of insertion, and should be accompanied by the name and address of the advertiser, and not necessarily the publication, but as evidence of good faith. The *Hongkong Telegraph* has the largest circulation of any paper published in the Far East, and is therefore the best medium for advertising. Terms are as follows:—The *Hongkong Telegraph* is published daily, except on Sundays and Public Holidays. The price of the paper is 10 cents per copy. The price of advertising is 10 cents per line per day. The price of a full page advertisement is 100 cents per day. The price of a half page advertisement is 50 cents per day. The price of a quarter page advertisement is 25 cents per day. The price of a single line advertisement is 10 cents per day. The price of a single line advertisement is 10 cents per day. The price of a single line advertisement is 10 cents per day.

WHY THE PEAKITES PETITION
WILL BE USELESS.

The memorial now in course of signature for presentation to His Excellency the Governor in connection with the purchase by the Military Authorities of the Mount Austin Hotel is a very clear and a very moderate statement of the case of the Peak residents, and its prayer, that the Governor would interpose his good offices and obtain for the Community from the War Department a month's time within which to submit proposals for the re-purchase of the Mount Austin Hotel, if by any possibility the Military Authorities would re-sell it, is a very mild request indeed. Clear as is the statement and strong as is the case made by it, we very much fear that the presentation of the memorial to the Governor will be fruitless. His Excellency will of course consent to forward the document to the Major-General Commanding and to the Colonial Office if requested to do so, but so far as any effective support or intervention on his part is concerned it is not to be expected. Nothing but a sharp and strong remonstrance addressed by the Community as a whole to the Queen herself and to the people of England representing our whole case against the War Department, the Naval Authorities, the Treasury and the Colonial Office, and the manner in which the Colony is treated on all hands by the irresponsible permanent officials of these Departments, will have any chance of being listened to. The Colony, with all its wealth and intelligence, is worse treated than the smallest village in the most remote corner of England, and as little thought of. It is in an inferior position in every respect to the most insignificant black settlement in the West Indies. It is a pure, unadulterated Crown Colony, administered solely for the benefit of the Home Government as completely and entirely as if it were a Portuguese or Spanish possession, and its Treasury is plundered as remorselessly as the Treasury at Macao. It has the forms of representative Government. It has none of the realities. Honduras has far more freedom. The old constitutional rule, "No taxation without representation" is utterly set aside and disregarded so far as we are concerned. Every English parish has its Parish Council; every county and town its county or Municipal Council. It raises its own funds and disburse them as it pleases. Within definite limits it is free. Here we are taxed and the money raised is expended not merely without the consent of the inhabitants but against their wishes and protests. We are not even managed by the local Councils and officials, such as they are. They are "run" from Downing Street and mainly by some Permanent Official whom no one knows. The Naval and Military authorities have been for years in possession of the best land in the Colony in the very middle of the city, impeding its growth and hampering its commerce. In addition to what they actually occupy they prevent, for diverse reasons, the use and occupation of far more. They pay neither rent nor taxes for this land, neither for what they occupy nor for what they compel us to forego the use of. Other sites in the Colony equally available for naval and military purposes, in some respects far better, are at their disposal; but no, they won't look at or consider them. They will take them in addition but not in substitution. We have to pay a Military Contribution far in excess of our means, and piled up to its present amount in spite of our strongest protests. No one objects to a Military Contribution. It is in itself just and fair; but to have the amount fixed for us by force and to have to pay in addition to giving the military all the best land in the Colony is too much, and what is still more objectionable is that we are defenceless if to-morrow some further demand is made. Those who ought to protect us, our well paid officials, are all against us. The presence of the Army and Navy is essential for the safety of the place and for the maintenance of British power in these seas. No one denies it. The place must be garrisoned; must be fortified. There must be barracks and hospitals. No one objects to a Military Contribution proportionate to our stakes in the game, and to our means. We are willing to give all more than all that is needed, but to have it taken, taken by force, taken without reason assigned, taken in the wrong place instead of the right, taken simply because there is the power to take it, is galling. And it is still more galling to know that land is acquired, barracks built, forts erected, dock-yard extensions designed without any definite and carefully studied plans co-ordinated and arranged between the different departments concerned. The War Office studies only its own convenience. The Admiralty has no knowledge of the existence of any other department. The Colonial Office is the obedient servant of each of them, and there is no head to re-unite and efficiency to the work of each.

REUTERS' MESSAGES.

THE UNITED STATES AND HAWAII.

LONDON, June 14th.
There are indications that President McKinley is considering the annexation of the Hawaiian Islands, or of proclaiming a protectorate over them which would eventually lead to annexation.

TURKEY AND THE JUBILEE.

Kumuk Pascha represents the Sultan of Turkey at the Jubilee celebration in London.

THE EARTHQUAKE AT CALCUTTA.

The damage done by the earthquake is far more serious than was at first believed.

FIRST TYPHOON OF THE SEASON.

MANILA REPORT.

Señor José de Navarro, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram received from Manila—

"MANILA, June 15th.

"A depression is now developing on the China Sea W.N.W. of Luzon; direction unknown."

LOCAL AND GENERAL.

THE Jubilee subscriptions amounted at 5 p.m. to-day to \$56,559.84.

A MEETING of the Sanitary Board will be held to-morrow afternoon at 4.15.

THE citizens of Melbourne have decided to erect a statue to the late Sir W. J. Clarke, who fell down dead a month ago while walking to his office in the city.

As up to the 30th ultimo Gaudaur had not replied to Wray's challenge to row him for the championship of the world, the latter has demanded Gaudaur's surrender of the sculling championship.

It appears from the statements of Japan contemporaries that there is a likelihood of Marquis Saigo becoming Governor-General of Formosa since General Nogai who has returned to Japan from the beautiful Isle.

MR. W. S. TRUX, second mate of the British ship *Galathea*, a few days ago fell into the river at Shanghai from a pontoon and was drowned. An inquest was held and a verdict of "accidental drowning by falling off a pontoon" returned.

In their *Weekly Share Report* issued at 5 p.m. to-day Messrs. Benjamin, Kelly and Potts state—A very fair business has been transacted during the week, but at rates which, in most instances, show a slight decline on our previous weeks' quotations.

A TELEGRAM, dated Adelaide, June 3rd, published in the *Northern Territory Times* of 4th June reads as follows—Sydney and Thursday Island telegrams, re *Taiyuan* gold robbery, assume that the theft occurred during the steamer's stay at Port Darwin, and was well-planned.

THE Band of the West York Regiment will play the following programme at the Officers' Mess, Murray Barracks, this evening—

1.—Overture "The Star of the East" (Mendelssohn).
2.—Polka "The Star of the East" (Mendelssohn).
3.—Waltz "The Star of the East" (Mendelssohn).
4.—March "The Star of the East" (Mendelssohn).
5.—Song "The Star of the East" (Mendelssohn).
6.—Song "The Star of the East" (Mendelssohn).

A GOLD-MINING venture styled the *Totok Mine* Company, has been started at Batavia. Totok is the name of a mine in North Celebes which the Company proposes to work. The mining expert in the employ of the prospectors talks of surface ore there averaging twenty-five pennyweights of gold to the ton.

THREE licensed arms-dealers were charged at the Magistracy to-day with selling arms to persons who had no licences and also with not making an entry in the registry of the names etc. of the purchasers. They admitted the offence. Inspector Stanton said that it was a serious offence and a fine of \$50 was inflicted in each case.

Those who are in favour of the Mount Austin Hotel being reserved for the use and benefit of the community are requested to sign the memorial about to be presented to His Excellency, the Governor. Copies of the memorial will be found in the Hongkong Club and at Messrs. Lane, Crawford & Co.'s and Messrs. Kelly and Walsh's.

THE *Slam Observer* states that a formal notification has been received by Mr. Barrett, United States Minister, and the Samoan Government of the formal consent of the British Government for Sir Nicholas J. Hannen, British Chief Justice and Consul-General in Shanghai, to act as arbitrator in the Cheek case. He will sit in that capacity in Slam in December.

FURBER SUTTON, of the R.M.S. *Alameda*, trading between Sydney and San Francisco, has been fined \$350 and sentenced to one month's imprisonment for smuggling opium at Honolulu. He had seven 5-lb tins when caught and said he was taking them away to oblige a friend. Sutton has appeared against the Hawaiian court's decision. He was one of the best known steamship men running into Sydney harbour, and is now in San Francisco on bail.

At the Magistracy yesterday, John Ross, overseer at the Kowloon Waterworks, appeared on the serious charge of having committed rape on a Chinese girl of tender years. Ross was remanded till to-morrow, bail being fixed in two instalments of \$5,000 each. Sureties were not forthcoming and this morning he was still locked up. A Chinaman and an accountant from Yunnan were charged with having procured the girl. The offence is alleged to have been committed on May 22nd.

THE manager of the Mt. Austin Hotel was summoned to the Magistracy this morning on a charge of assaulting one of the boys of the Hotel. The defendant said that the boy was very impudent and used filthy language and threw a box containing needles at him. He also took off his coat and challenged the Manager to fight. Evidence was given to show that this was the case. Mr. Woodhouse told the complainant that if he wished to be employed by a European he must drop his habits of bad language. He had no doubt that a technical assault had been committed and, as it arose out of the complainant's provocation, he very rightly fined the defendant 20 cents only.

THE master of the Van Cheung licensed arms shop, No. 265 Queen's Road Central, was charged at the Magistracy to-day with selling arms to a person who had no licence and also with not making an entry of the purchaser's name and address, &c. Mr. Gedge appeared for the defence. Evidence was given that two revolvers and two rounds of ammunition were sold by the defendant's accountant to a person who had no licence and no entry was made of the sale. Mr. Gedge contended that the master was not responsible for the acts of his employees. Mr. Woodhouse decided that under the Ordinance the master was the responsible person, and the case was remanded till Thursday next.

AGENT Loughrey, of the Shipowners' Association, the successor of Captain Garrison, says a *Filico* paper, had an experience recently which has given him a poor opinion of sailors in general, and one sailor in particular. He received a telegram from Captain Greenleaf of the barquentine *Arge* telling him to send a sailor to Hongkong. Loughrey selected a union sailor who applied for the job. He paid the sailor's way to Hongkong and checked to the same point a chest which the sailor seemed particularly anxious about. The chest Loughrey sent to Captain Greenleaf, together with the information that the sailor was on the way. A few days later Loughrey received a letter from Captain Greenleaf: "I have the chest all right, but the sailor has not appeared. He must be a peculiar sailor. I opened the chest and it was filled with rags and old shoes." It was learned that the sailor had been anxious to go fishing on the Columbia river, and by "working" Loughrey had secured transportation as far as Hongkong for the price of a bundle of old rags and old leather!

THE British ship *Pass of Balmaha* left Puget Sound February 4th, last year, grain-laden for U. K., and arrived at Plymouth, August 20th, being 197 days on the passage and securing the long-passage record of the Puget Sound grain fleet of 1895-96. She left Liverpool November 7th for Victoria, B.C., says the *Frederic Daily Commercial News*, with a cargo of naval supplies, is now out 189 days and will no doubt break another long passage record. From advices received it is learned that when a few days out from Liverpool the captain commenced to drink heavily and kept it up for several weeks. The mate had to assume charge, but in rounding William Islets the ship missed stays and the captain ordered the anchor to be let go. The ship drifted on the lower side, where she remained. No effort was made to save her. Her crew left her and the captain refused to go on board again. Some of the crew did, but getting at the liquor on board, all were soon gloriously intoxicated, and the cargo was breached for liquor to drink. An officer from H.M.S. *Robur* was sent on board and the ship was hauled off, and in the latter part of January was towed into Port Stanley, F.I., by H.M.S. *Basilisk*. A court of inquiry found the captain guilty of wilful neglect of his duty as master through continued excessive use of stimulants. The first and second mates were also censured for acting in a half-hearted manner, and displaying a lamentable lack of firmness and courage. Captain Toward's certificate was ordered to be suspended for six months and the mate's for three months. Who is now in command of the *Pass of Balmaha* is not yet known.

A CABLEGRAM was received in Sydney on the 24th ult., stating that Mr. Charles Cavill, the well-known Sydney swimmer, was drowned at San Francisco on the previous day. "Charles" Cavill, says the *Evening News*, was a member of the famous Cavill family, a brother of Ernest Cavill, the professional champion of Australia, and of Percy Cavill, the Australian long-distance swimmer champion, who is now on his way to England to represent the colony in the Queen's record relay celebrations. He was a finely-proportioned athlete, of 25 years of age, and an accomplished long-distance and sick swimmer. Shortly before his departure for America in the *Admiral* about two months ago, with the team of Melbourne and Adelaide barehanded, he was credited with having put up a world's record in a tank at the Melbourne Exhibition Aquarium by remaining under water for 3½ min. 5 sec. When in America towards the end of last year the deceased swam across the Golden Gate and round Seal Rocks at San Francisco. Both feats, though often attempted, had never previously been accomplished, and the Australian swimmer was unanimously voted the greatest exponent of the nautical art ever seen in that city. It is presumed that he met his death when attempting a 28 mile swim he had arranged for along the beach near Filico, but as three steamers had been specially chartered to follow him it is inconceivable, since no details have come to hand yet, that he should have been drowned. Before leaving Australia the deceased signified his intention of going from America to England and challenging Nattall for the world's professional championship, but in a letter he said he would first arrange a match with Jas. Finney, a famous English swimmer, in America.

ONE of the most remarkable escapes ever chronicled on a sea voyage, according to the *San Francisco Call*, is that of Henry Johnson, an able seaman on board the ship *Oceania*, lately unloading at Franklin-street wharf. During the recent voyage of the vessel from Departure Bay to Oakland heavy weather was met with off Cape Mendocino. Johnson was aloft passing the upper topmast-reef earning on the weather yard arm when a sudden lurch caused him to lose his hold. The accident happened just as darkness was coming on, and instantly the cry of "Man overboard!" was raised. First Officer Walling at once rushed to the port lifeboat and proceeded to lower the boat into the water. They pulled around in the heavy sea for a few minutes, but could find no trace of Johnson, neither could the man who kept a lookout from the mizen-top see anything, as it was very dark. As the boat was returning to the ship one of the sailors happened to look aloft, and to his surprise he saw Johnson entangled in the foot-rope of the main yard. He had not fallen into the water, but had stuck on the main yard and become entangled in the gear in a manner that was simply miraculous. The force of the fall had rendered him unconscious, and a couple of men were running aloft to release him and bring him down when another roll of the ship dislodged him from the foot-rope, throwing him against the weather rigging, at the foot of which was the main mast. Near the deck from which the boat had just been lowered, Johnson simply rolled down the shrouds and railings into the arms of the mate, who was waiting to receive him. He was taken into the cabin, where a little good whisky revived him, and with the exception of a bruise on the head, he was so well for his fall. When the crew was paid off, Johnson was considered such a lucky man that the captain induced him to sign for another voyage.

A NOVELTY in the way of row boats is being made by a company in New York City. The boats are made of waterproof canvas and rubber, in four distinct air-tight compartments. While said to be not easily punctured, if that should happen the manufacturers say a "boat full of water will sustain in safety all who can get in it. They are regularly made in four sizes, 7 feet to 16 feet; they have wood or all canvas seats as desired, with metal rowlocks and wood bars buckled into an upper air chamber. It is said that two or three of these boats of ordinary size can be carried in an average travelling trunk.

A PAPER on "Kafiristan: Its Manners and Customs," was recently read by Sir G. S. Robertson before the Indian Section of the Society of Arts. After a short account of the climate and physical characteristics of Kafiristan, the lecturer said that the Kafirs were not an unmixt race, but were the remnants of different peoples. The religion of the Kafirs was a degraded form of idolatry suggestive of Hinduism of a very low intellectual type; and the most remarkable point about it was its extreme tolerance and its want of assertiveness. As to the political organisation, the great characteristic was love of Communistic freedom, such little community doing what it pleased to the full extent of its power and resources. There was no national sentiment of any kind and the tribal tradition breathed as intense hatred against each other as against the Afghans.

THE Education Department at Singapore is in receipt of a telegram announcing the result of the Queen's Scholarship examinations held in March last, from which it appears that Mr. Fred. Salimann, of the Raffles School, second son of Mr. Edward Salimann, is again top of the list, Mr. R. Holmgren, Anglo-Chinese School being second. As will be remembered, says the *Free Press*, Mr. Salimann came out first in last year's results, but not then having been revised the previous period with the Colony, the scholarship fell to the next on the list. The Penang Free School may be considered to have had "hard lines" in that Chin Heng, who was very ill during the greater part of last year, has not secured either of the scholarships, seeing that he was third on the list last year and fourth the year before. We congratulate Mr. F. Salimann on his success.

THE DIAMOND JUBILEE.

STEAM LAUNCH PROCESSION.

Mr. H. E. Woodhouse, C.M.C., sends us the official programme of the steam launch procession to be held on the evening of June 22nd. Owners of steam launches are requested to impress upon their officers in command the strong necessity of strict compliance with the directions of the commander of the flotilla. A second rehearsal will take place on Friday, 18th inst., at five o'clock (rain or no rain), at which it is requested that as many launches as possible be present. The launches will fall in as before to the west of Jardine's Wharf. The following instructions are given for launches taking part in the procession—

1. Launches will please assemble in their places not later than 7 p.m.

2. The largest Launches should be at the head of the Procession. They should therefore be the earliest arrivals at the point of assembly.

3. Launches belonging to the same owner or Hong will please keep together and form in line of the Procession astern of each other, about their own length apart.

4. The Launches will be divided into two divisions, and a European Officer will be placed in command of the leading and last Launches of each division.

5. The route of the Procession will be marked by two lines of illuminated cargo boats moored in the Southern Fairway and extending from abreast of the Saltern's Home to off Murray Pier.

6. In order to take up their position, Launches must proceed West by way of the Central Fairway, and then, turning Eastward, enter between the lines of Cargo Boats at their Western extremity.

7. The first Launch (which, as before stated, should be one of the largest) after entering between the lines of Cargo Boats, will take up her position as Head of the Procession, abreast of the temporary Wharf being constructed by the Steamboat Company, off the end of Bonham Strand, when she will please anchor by the head or stern as may be necessary so as to keep her heading towards the East.

8. The remaining Launches will form in one line astern of her, and of each other, anchoring by the head or stern as may be necessary so as to keep heading to the East.

9. Lighting up will commence at 8.15 p.m.

10. A Rocket will be fired from the leading Launch as a preparatory signal 5 minutes before the Procession starts; anchors will then be got up and the Launches straightened up ready to proceed.

11. A second Rocket will be fired from the leading Launch at 9 p.m. as a signal to start.

12. The route will be traversed by the Launches at Slow Speed, each carefully watching her next ahead, and keeping a distance from her of about her own length.

13. On arriving at the end of the line of Cargo Boats, the leading Launch will increase speed and turn 16 points to Port passing round the lighter or a Torpedo boat which will be moored at No. 11 Buoy in the Man-of-war Anchorage; she will then range up alongside a lighter which will be moored for that purpose off Murray Pier and pass a bow and stern fast to her.

14. Each succeeding Launch will, in like manner, range up alongside her next ahead and pass a bow and stern fast to her.

15. A line abreast will be fired from the leading Launch of the first division, the leading Launch of the second division will form astern of the leading Launch of the first division and the remainder similarly until all are formed in two lines abreast heading Westward.

16. Launches will remain in this formation while the Procession of Sampans with fish lanterns passes.

17. At a given signal (white light) from the leading Launch, which will have taken up a position in front of the line, the Launches, keeping their formation of line abreast, will wheel together 8 points to Port and then stop.

This movement will place them in two lines bows on to the *Praya Reclamation*.

The Chinese Coxswains should be particularly warned that in making this wheel the speed should be "As Slow As Possible and a Very Little Starboard Helm used." If this instruction is not observed, and too much helm used, the inner Launches will be "crowded out" and the line broken, while with a little care, the movement is simple, and, if correctly performed, will be very effective.

18. The Launches will remain in this formation and at a given signal (a gun from *Victor Emanuel*) each will burn a blue or red light, with which they should be provided, while the Band on shore plays "God Save the Queen."

19. This will conclude the performance, and each Launch will then be at liberty to act independently and according to the orders received from her owner.

20. All Launches and Boats taking part in the Procession will observe and obey the directions given by the Harbour Master and his Deputies for the time being.

R. MURRAY RUMFORD, Reid, Comdr., R.N.,
Harbour Master, Hongkong.

14th June, 1897.

THE MUSICAL PERFORMANCE.

Mr. Danby forwards to us the following for publication:—

Ladies and Gentlemen who are taking part in the musical performance at Happy Valley on the 22nd instant, are respectfully reminded that the next (and most important) combined practice will be held in the Theatre of the City Hall to-morrow at 5:30 p.m.

It is particularly requested that all will attend this practice who can possibly do so and practice on this day of the week will kindly forego that pleasure for this once.

Several of the Ladies and Gentlemen have two copies each of the Chorus; as the Committee are short of copies, it is respectfully requested that the extra copies be sent to Mr. Danby, or given to Lance Corporal Cornack at the commencement of the practice.

It is also earnestly hoped that those ladies and gentlemen who have not yet attended any of the practices, but are acquainted with the practice, will attend one of the combined practices together, before the final performance, as it is hoped there will be no imperfections in the singing to be covered by the Bands.

The last practice will be held in the Theatre on Saturday next, and a Grand Rehearsal of all the music with the full Bands and Chorus will take place in the Race Stand at 5:30 p.m. on Monday, the 22nd instant, at which every one taking part in the performance is particularly requested to attend, so that they may know their respective parts on the following day. The respective badges, to be worn on the left breast, will be sent to each lady and gentleman taking part in the performance. The badges will admit them to the enclosure and entitle them to refreshments, &c. which will be provided in the suite of rooms behind the Grand Stand.

Refreshments will also be provided for the Bandmen, and those Volunteers who fall out to take part in the musical portion of the performance, in the large room under the Race Stand.

HALLELUJAH CHORUS.

It might seem superfluous to place before a British audience one word respecting this most wonderful and glorious of all sacred choruses, so familiar are its strains in every corner of our Handel-loving country; and yet we cannot refrain from quoting here a masterly and interesting description of its effect from the pen of the distinguished and learned scholar, the late Sir G. A. Macfarren, who says: "No one can ever have heard this great production of genius adequately executed without feeling himself elevated to the loftiest condition of intellectual excitement of which his being is susceptible, such is the overwhelming influence of its broad, massive, majestic and glorious effect; and (with all great effects in art) this effect will be the closest analysis in the closest and the least scientific than in public performance. It delights to unite with the result of all the elaborate skill and learning that have been brought to bear on its composition."

The custom in England for the audience to stand during the singing of the Hallelujah Chorus arose from the circumstance that at its first performance in London, its thrilling effect was so unanimously felt that simultaneously the King (George I) and the whole audience rose, and remained standing during the performance.

THE SHANGHAI GYMNASIA.

It has been arranged to hold a Jubilee Gymkhana at Shanghai on the 23rd instant at 4 p.m. and the following is the programme:—

- 1.—4-mile foot race for Sikh police.
- 2.—Hare and hounds race for European police.
- 3.—Obstacle race for Europeans and Sikhs.
- 4.—Victoria Cross race for Volunteer Light Horse.
- 5.—Singles race for S.V.C. in uniform.
- 6.—Tandem race for ladies.
- 7.—Ladies' driving competition.
- 8.—Bal-masque race, on ponies.
- 9.—Jumping competition for ponies; catch weights.
- 10.—11-mile race for horses.
- 11.—Ladies' nomination race.
- 12.—Bicycle race, one round the grass course.
- 13.—Apple gathering race on ponies; to gallop between bamboos placed on right and left with apple on top of each. Time and number of apples gathered must be won.
- 14.—200-yards foot race for boys under 15 years; 15-barrel race round race round stake and home.

These competitions, with the exception of Nos. 1 to 5, are open to officers of any Army and Navy, members of any recognized Shanghai Club, and visitors approved by the Committee. No gate or entrance fee; post entries allowed for all events. Entries close 4 p.m. 21st inst.

MYSTERIOUS ROBBERIES AT THE V.R.C.

Two rather mysterious cases of robbery occurred last night and the previous night at the quarters of the Victoria Recreation Club. It has been the custom of the steward, Mr. Charles Leslie, for some time to leave money locked in an iron safe in a office behind the bar. Up till Sunday last there never appeared any indication of the safe having been tampered with, but on Monday morning Mr. Leslie found the safe closed, but not locked. There did not appear to be any money missing and the Steward concluded that he had inadvertently omitted to turn the key. To his surprise after carefully locking the safe on Monday night, he again found it closed and unlocked on Tuesday morning. His suspicions were now thoroughly aroused and a count of the money showed that \$300 were missing. He raised no alarm, but yesterday he took the numbers of some notes in the safe, and placed them all together. A \$10 and \$5 note were taken later, but the numbers of these were not observed. The safe was locked as before and Mr. Leslie placed the brass cover of the keyhole in such a position that the safe could not be opened without disturbing it. The piece was right down over the keyhole and again the safe was found unlocked. The notes of which the numbers were taken were intact, the \$5 note mentioned above was gone, making a haul of \$314 in two nights. It is thought that the thief or thieves used a skeleton key that would only open and not close the lock. The safe is a good one with strong heavy bolts and it is hardly possible that it had been picked. There are, some 14 boardhouse boys and other attendants sleeping on the premises at night and so far suspicion does not seem to attach to any particular one of them. The No. 1 boy slept in the office and he is regarded as a particularly trustworthy and honest fellow. Inspector Quincey has the case in hand and is making investigations.

On the 7th inst. a pair of spectacles belonging to a juvenile member was stolen from the bathhouse and another gentleman lost his watch and chain a few days later at the Club shed.

NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co's steamer *Trinacra*, Capt. Geo. Ramsay, from Sydney and ports, arrived in harbour this morning. For the subjoined telegrams we are indebted to our Colonial exchanges:—

LONDON, May 24th.

The team of cricketers to be brought out to Australia by Mr. Stoddart will leave England on the 7th September next.

An amicable settlement of the difficulty between Great Britain and the Transvaal is regarded probable as the result of an interview between Mr. Chamberlain, Secretary of State for the Colonies, and Dr. Leyds, the Transvaal ambassador to the Hague.

A diamond valued at £300,000, which was intended as a present to the Queen, is reported to have been stolen from the Miam of Hyderabad.

BRISBANE, May 25th.

Alfred Craven, a well-known Brisbane pilot, fell overboard from the schooner *Sulla* off Cowan Point, Moreton Bay, yesterday afternoon, and was drowned.

SYDNEY, May 25th.

The Full Court at Sydney has delivered a judgment the effect of which is that *cash betting* on racetracks is illegal.

News has been received that Charles Cavill, of Sydney, the well-known Australian swimmer, has been drowned at San Francisco.

The New South Wales Government propose to offer a substantial reward for the discovery of an effective method of tick extermination.

Charles Hines, who was sentenced to death for criminal assault on his stepdaughter, has been executed at Maitland. He protested his innocence on the scaffold.

LONDON, May 25th.

Nearly £4,000,000 has been expended on relief works in connection with the famine in India.

A showman at Berlin, who was giving an exhibition of shooting, fired at a ball placed on his sister's head, but he shot her in the mouth, causing instant death.

At Pretoria, the capital of the Transvaal, the royal salute was fired on the Queen's birthday and the Volksraad adjourned as a mark of respect to Her Majesty.

In the Cape Assembly Mr. Rose-Innes, Leader of the Opposition, has given notice of motion requesting the Premier to arrange with Great Britain on a basis upon which the Cape Colony should contribute to the maintenance of the Imperial navy.

The Mahomedans in Bombay are rejecting over the successes of the Turkish troops in Greece, and have sent a congratulatory message to the Sultan.

The European embassies have presented a note to the Porte defining the terms of peace between Turkey and Greece, which will be allowed by the Powers. The Sultan is, however, disinclined to yield in his demand, and is sending 7000 additional troops to the frontier.

There is an outcry at Athens against the Greek secret society which is believed to have been instrumental in bringing about the war, and the Government have been urged to suppress it.

SYDNEY, May 27th.

The Full Court in Sydney has refused an application made on behalf of Butler, who is charged with several murders in the Blue Mountains, near Glenbrook, for the postponement of his trial on the ground that he has been prejudiced by newspaper comment on his case.

A committee has been appointed in Sydney to make a house-to-house canvass in aid of the proposed Victoria House for Consumptives.

The Bookmakers' Association in Sydney have decided to appeal to the Privy Council against the decision of the Appeal Court excluding bookmakers from racetracks.

ADLAIDE, May 27th.

The Adelaide bookmakers have decided to resist to their utmost the unwholesome conditions on which they are asked to resume work.

SYDNEY, May 27th.

The debate on the Federal Bill is now proceeding in the New South Wales Legislative Assembly.

A telegram from Dubbo, New South Wales, states the stock is dying in large numbers owing to the cold weather.

BRISBANE, May 27th.

A youth named Geo. Patterson has been committed for trial on a charge of having attempted to commit a capital offence on a young girl.

SYDNEY, May 27th.

The War Office has expressed itself as highly pleased with the appearance of the colonial troops, which have arrived in London.

The ship *Buchanan* is burnt whilst voyaging from Newcastle to Panama. The vessel was abandoned by the captain and crew, who were subsequently saved.

ADLAIDE, May 27th.

Splendid rains have fallen in the principal portions of the colony.

May 28th.

Adelaide has applied for half of the million loan.

The earthquake shocks still occur at intervals in the Millicent district, and good rains are falling.

The Government and citizens are making elaborate preparations for celebrating the Queen's record reign.

The *Register* is publishing a series of articles on "Romantic Northern Australia," giving accounts of Melbourne Island, &c.

May 29th.

The *Mount Barker Courier* has published a startling account of a massacre by natives in West Africa, amongst the whites killed being Doctor Elliott, who was lately attached to the Elder Exploring Expedition. The *Register* has since stated that Dr. Elliott is alive at Palmerston.

Nearly £5,000,000 has been offered for the Adelaide £1,000,000 loan.

The iron ship *Dunoon*, with Puget Sound lumber for Port Phil, has been abandoned off Kangaroo Island. The crew of 27 reached Queensland after considerable hardship.

The Hawaiian Government are firmly refusing to allow Japanese to land at Sandwich Islands. Sydney military gave an exhibition in London of rough riding, which was greatly admired.

Good armistice has been extended to June 18th.

Plans for establishing a regular line of steamers between Puget Sound and Papete Settlement, Society Islands.

THE ROAD ROUND THE ISLAND.

The following letter, addressed to the Hon. C. P. Chayer, Chairman of the Jubilee Celebration Committee, was received this afternoon from Mr. G. C. C. Master for publication. We commend it to the attention of our readers, whose opinions on the subject we shall be glad to publish:—

Hongkong, 16th June 1897.

Sir,—Before the proposed Jubilee Road is actually commenced at Kennedy-town, where the foundation stone is to be laid, may I ask that you and your Committee should once more consider the utility of that portion of the proposed road to run round Mount Davis and along the coast line until it joins the present road to Aberdeen, which I assume will be near the last Bay before Aberdeen is reached.

I ask you and the Jubilee Committee to seriously consider whether it is desirable to commence the road from such a distant point as Kennedy-town and carry it round Mount Davis rather than to improve the present Pokfulam Road by making its gradients.

If the present idea of making the Road round Mount Davis is carried out the cost of the road to the point where it will join the Aberdeen Road will surely be very large as compared with the cost of easing the gradients of the Pokfulam Road; and does not the question arise as to whether the result will justify the cost?

I would also ask you and the Committee to consider whether, assuming a new road were made round Mount Davis and the gradients of the Pokfulam Road were also eased, along which road the majority of pedestrians, bicyclists, carriages and carriages proceed in order to get to or past Aberdeen, or even if the majority had no definite object in view would they probably proceed through China-town in order to enjoy the new road preferably to using an improved Pokfulam Road and by so doing avoid having to pass through China-town?

Are the Chinese community likely to take to open air exercise merely on account of a new road, to reach the commencement of which they would have to travel a considerable distance?

I beg that you and the Committee will take steps to ascertain whether the wishes of the subscribers to the Jubilee Fund are really in favour of carrying the proposed road round Mount Davis irrespective of cost, and that this letter may be brought to the notice of the authorities before a sum, probably exceeding \$300,000, is spent in making such portion of the proposed new road and which, after it is made, may be found to be a failure as far as its use and benefit is concerned.

Will it not be better to first commence the improvement of the present roadway beyond Aberdeen and to extend the Shaukiwan Road to Sai Wan Bay, leaving the question of the advisability of a road round Mount Davis to be considered later, when the question of expense and utility has been more fully considered?

When it is remembered that the Jubilee Committee, who were nominated by the Governor, have not discussed the question of a Road Round the Island with the public at a public meeting, and when it is also considered that to complete such a road a good deal of public money will have to be spent, I suggest it behooves the Committee to be quite certain they represent the wishes of the public, or at any rate the majority of the subscribers to the Jubilee Fund, before causing a large sum of money to be spent on a road round Mount Davis when the same object, viz., improved road accommodation, can be more cheaply and expeditiously obtained by adhering to the present road as far as Aberdeen, with improved gradients.

I am sending a copy of this letter to the local Press.—I am, Sir, yours faithfully,

GODFREY C. C. MASTER.

The Chairman, Jubilee Celebration Committee.

THE PARIS BAZAAR DISASTER.

THE BRUTALITY OF SWELL PATRONS.

LONDON, May 15th.

It is impossible any longer to ignore the shameful facts regarding the cowardly brutality of men who regard themselves at the expense of women at the Paris bazaar fire.

Every newspaper has accepted the same story to tell, and the Paris press which kept silent a work while the miserable truth was in private circulation, is now compelled to deal with the subject openly. Certainly, the magistrate who investigated the tragedy, says he examined scores of women survivors, the sole object being to ascertain the cause of the catastrophe. Every moment, however, witnesses would break out in abuse of the men who left them in the lurch or brutally impeded their flight.

The names of prominent and aristocratic cowards are freely used in private converse and there is more than one man who stood in the highest circles of Paris who will never be admitted to drawing-rooms again. There are plenty of authentic examples. A well-known lady shows her arms to friends: "Look at these marks," she exclaims; "they were made by the stick of a man who pushed me aside in order that he might pass."

The wife of an artist got away, thanks to a man who proceeded at such a rate, forcing his way through crowds of women, whom he trampled on, that he reached the street. The lady kept behind him and effected an exit. One young woman was beyond the reach of the flames at the door. A man passed and although in no danger struck her so violently on the chest that she is now in bed seriously ill.

Another lady was thrown down. She raised her head and held out her hands. A man, fearing the might clutch him, kicked her. One young lady, who is now dying, was standing near a ladder that had been let down by the staff of the *Croix* newspaper, by which 100 persons were saved. A man to make her the hand with a walking-stick, breaking all her fingers.

"I must add," says the witness, "that she was clinging to the ladder paralysed with terror, unable to advance, and preventing those behind her from saving themselves." Banker Fould, whose wife was injured, says two men whose names he knows saved his wife, and one dealt her a blow in the face. Only about thirty men present at the fire perished. Six were injured. All the latter were burned while saving lives.

The cause of the fire is explained by the man in charge of the kitchen: "The lamp was not sufficiently shielded by the wall and it fell on the curtains."

about to pour in other. He lit a match to see what he was doing and the vapor caught fire and the entire receiver burst into flames, which spread to the hangings forming the bazaar decorations.

Most of the rescues, including many of the most heroic, were performed by men of the humblest classes, who happened to be passing. Many times it has been said in Paris this week that if a fire under like conditions had occurred in the workmen's districts there would have been far fewer deaths.—*Presso Call.*

THE MOUNT AUSTIN HOTEL.

PETITION TO THE GOVERNOR.

The following petition to His Excellency the Governor with reference to the acquisition of the Mount Austin Hotel by the Military Authorities for the purpose of being used as barracks is in course of signature:—

MAY IT PLEASE YOUR EXCELLENCY.

1.—We, the undersigned, residents in Hongkong, desire to address your Excellency on the subject of the acquisition of the Mount Austin Hotel by the War Department for the purposes of Barracks. We regard this purchase on the part of the War Department as a serious blow to the welfare of the European civil population residing in the colony and to the best interests of the colony itself and the would especially state that in opening up this matter we do so merely with the desire of securing a fuller consideration of the case from all points of view.

2.—We applaud and heartily agree with the intention of the War Department to give cool quarters to the troops, but we ask for a further consideration of the site, as it appears to us that it is possible to select others more likely to secure the general comfort of the whole community.

3.—The Peak may now be said to be the summer resort of a large proportion of the European and American civil community, and it is becoming more and more the place of residence of such portion of the community throughout the entire year, and it is especially sought after as a place of residence by those who have wives and families in the colony, the cooler atmosphere being found to be very beneficial in women and children.

4.—Moreover, the pressure of the Chinese population in Victoria is such that year by year the Chinese population is being steadily pushed further up on to higher levels. Chinese have already reached the Cause Road, which ten years ago was exclusively inhabited by Europeans and Americans, and it is evident that within a comparatively short space of time the Peak will become almost the sole place of residence for the European and American population in the Colony.

5.—The area available for building sites at the Peak is extremely limited, and if, as has been rumored, it is the intention of the Military Authorities to buy other sites between the Mount Austin Hotel and Victoria Peak for official quarters and for other purposes, the residential area of the civil community will be still further diminished.

6.—The loss, therefore, to the civil population of an hotel situated on one of the finest sites on the Peak and containing over seventy bed-rooms is a most serious curtailment of the residential accommodation on the high levels, which is already too limited.

7.—This deprivation to the community would also be a loss to the place such as Singapore, Saigon, Tongkin, Manila, Canton and other of the treaty ports of China, as the Mount Austin Hotel is much used as a health resort by Europeans from those places, who are attracted to this colony by its existence.

8.—The Peak, as it exists at present, is the outcome of many years of enterprise and hard work on the part of the civil population, who have developed it, alone and unaided, at immense trouble and expense for the purpose of enjoying quietly in the folds of the day are over, private and family life.

9.—It is the only place where such a condition is possible, and we submit with all due respect, that no sufficient reason exists for the introduction of barracks into the very midst of what is the most popular residential quarter of the colony.

10.—We would also beg leave to point out that, whereas the average stay of a Regiment here is something under three years, the ordinary members of the civil community are frequently obliged to remain from twenty-five to thirty years, and in many cases lifelong.

11.—We specially draw notice to the fact that for some years past no new houses have been allowed to be constructed in the Pokfulam watershed area, and we submit that it is most undesirable that the settlement of 400 men just above the reservoir should be contemplated.

12.—Whatever rules and regulations may be laid down, it seems highly probable that a considerable amount of insanitary matter will find its way into the reservoir, as for many months in the year the troops will naturally roam over the hills and valleys adjoining for both exercise and recreation.

13.—Such a danger does not, we submit, exist in the case of the present hotel, the residents of which are much fewer than the number of troops which it is proposed to quarter there, and are most of them engaged daily below in the pursuit of their various avocations.

14.—If barracks, as is rumored, are also to be constructed at High West, the danger we refer to them is further augmented.

15.—In this connection it should be borne in mind that for Bill Reid and many who live to the West in Hongkong, the Pokfulam reservoir forms their only water supply.

16.—We would therefore respectfully urge that all possible risk of contamination to our water supply should be avoided.

17.—As regards the Mount Austin Hotel, as there is only one narrow road, with the very steep gradient of about one in three leading to it, it will be arduous for soldiers to find their way up from the lower level of Pokfulam to the top, and in the event of bodies of men being transported by the tram cars (which can only legally carry 40 passengers at a time) the dislocation of the ordinary traffic will be a serious inconvenience to all ordinary passengers, who will thereby be deprived of the car service.

18.—We would also respectfully urge that the narrowness of the existing roads at the Peak does not lend itself to the free movement of even moderately large bodies of troops without causing much inconvenience to the public passengers, and that they are within easy reach of the Happy Valley and Causeway Bay, the only open spaces large enough for military exercises in the Colony.

19.—The time has surely now come for the Imperial Government to formulate such a comprehensive scheme as will give adequate accommodation to the troops on this station, and this can be easily obtained in the localities already referred to, which are sufficiently high up to be cool and salubrious.

23.—On the one hand it is a comparatively simple matter for the Military Authorities, who have large means at their disposal and an almost unlimited choice of sites, to open up a new district. On the other hand it is a very difficult, slow and expensive process for civilians, who move one by one, to develop a new locality, and if a section of the community is driven below by the Military occupation of a 'place of large public resort at the Peak, an undesirable check will be placed upon the development and progress of the high level life of the Colony.

24.—In conclusion we would point out that the loss of the hotel entails a considerable loss of public income, as the taxes on the property, amounting to several thousands of dollars per annum, will be lost to the Colonial revenue. We would also beg leave to most respectfully urge that inasmuch as the ratepayers of this Colony have been called upon to contribute one-third of the cost of the expenditure of the Military Authorities upon barracks, some consideration should fairly and reasonably be shown to the wishes and appeal of the civil portion of the community.

25.—We therefore pray Your Excellency to intervene in our behalf with the War Department and to lay before the Military Authorities the objections which we have sketched above against the conversion of the Mount Austin Hotel into barracks, and to ask them whether they would be willing to sell the building to a public company which would continue to manage it as an hotel; and if so to give a respite of one month to the Colonists whereas to endeavour to raise the capital necessary for such purchase.

RAUBS.

[Singapore Free Press, June 8th.]

To-day's Raub telegram is not unlike a lady's letter, for the plot of the communication lies in the postscript. Following that example we may first concern ourselves with the clean-up. This represents an indication of a fair normal result for the last month's work. The outcome of the monthly rough clean-up, which is intermediate between the two-monthly smallings, is 2,800 ounces of amalgam for 1,400 tons of stone; equal to two ounces of amalgam per ton. From this a fair guess may be made at the gold in the amalgam. On the usual proportion of gold in amalgam, say roughly 1 to 15, the gold would be 2000 ounces or a little over 124 dwts. per ton. This of course, being a very good Raub average, is not as good as the fine result of the last month's Raub for March and April. But when there is only a relatively small battery to deal with stone from different workings, and necessarily varying in quality, a month-to-month uniformity is not to be anticipated. What should be remembered is that whatever is got from Raub in the present stage of development is not to be credited to mining so much as to exploration or the mapping out of the mine reefs, which will be intact till the real mining era may begin, which is a judge from all appearances, among the mining machinery stands as it does, would really become remoter every day.

In other words the discovery of gold-bearing stone to be mined, ascertained by actual measurement of depth, length, and thickness, is proceeding at a pace scores of times quicker than the rate at which the stone removed to make the requisite shafts, levels, and crosscuts is being passed through the battery. To put it otherwise, development—that is reef-discovery and location—is proceeding at bicycle rate, while mining goes on at walking pace, and every day, month, and year increases the mileage between the two. The point of interest is the new development at Bukit Jalis or Jalis.

These workings are roughly 1000 yards, according to Mr. Bibby's memory, from Bukit Koman, where the big reef is being mapped out by exploration for future mining. Now, there is no doubt, and the manager, Mr. Bibby, has no doubt, that Mr. Wayne has, acting on directions, struck on the identical reef that lies along well defined lines at Bukit Koman. The object of working on the crosscut at Bukit Jalis was to see if the continuation of the Bukit Koman reef could be discovered at that point. It has been discovered, and the telegram states that it is rich in quality and that the gold can be seen in it throughout. What does that imply? It implies that one of the probabilities in mining stands almost certainly proved: that is to say that the Bukit Jalis reef and the Bukit Koman reef are one and the same, and lies in continuity between those points, and probably further, each way—how far no one can tell. Now, this reef discovery is not a "flake." The reef was presumed to exist on that line; it was looked for there; it was found there. This more than ever assures the future of Raub, quite independent of future development work. Taking the stone now "in sight" and assuming its vertical continuance (a strong geological presumption) to an indefinite depth, there would be no need to search for any further extent of reef, as far as this generation is concerned. This is the view of the Mine Manager himself. All additional work of an exploratory character to be done at Raub after this date would be not for the benefit of the present shareholders but for their posterity. Let those who hold shares say no need to any statement from any quarter that would persuade them of a falling value or of indefiniteness. There are none, absolutely none; and it is a particularly good thing for the timid people who think that the existence of Raub hangs solely on the energetic tenacity and zeal of its famous creator, Mr. Bibby, to see that the great reef has been cut at Bukit Jalis under the supervision of the capable second in command, Mr. Gilbert Whyte. If the shareholders (who cannot be expected to comprehend mining reports and possibilities) fully understood the position they would put a higher value on their holdings than the market does. There should be no market at all in the shares.

[Straits Times, June 8th.]

With reference to the telegram from Raub published to-day, it may be noted that the clean-up is a rough clean-up for one month, not the two-monthly clean-up proper. The amount of gold, 2800 oz., derived from this rough clean-up, is of course only an estimated amount; but, assuming that estimate to be correct, the yield amounts to 24 dwts. to the ton, up to date. The yield for the months of March and April was fully an ounce to the ton. It would hardly be fair, as yet, to institute any comparison, because the final results are usually better than they are at the rough clean-up. There remains to be dealt with the amalgam on the tables, blankets, and other devices used for securing the gold and, again, the amount of the yield for June has yet to be known. Some considerable importance is said to be attached to the discovery of the rich reef in the west cross-cut at Bukit Jalis, and Mr. Bibby declares himself very much pleased at the news. It is understood that the discovery of good gold at Bukit Jalis is supposed to enhance the value of the Bukit Koman Lode, inasmuch as it is believed to prove the extensiveness of that lode onwards to Bukit Jalis.

[THE TELEGRAM.]

The telegram referred to reads as follows:—

"Raub 7th June: Rough clean-up of battery yielded 2,800 oz. amalgam, estimated quantity of stone crushed being 1,400 tons. Have struck reef in west cross-cut Bukit Jalis. Gold plainly visible throughout; quality of stone is high."

NOT AND A.

CALENDAR.

JUNE.

Meteorological means based on ten years' observations to 1895.

Barometer 29.77
Thermometer 80.5
Humidity 83
Rainfall 16.97

TO-DAY.

On date at 10 a.m. On date at 4 p.m.

Barometer 29.73 29.68
Thermometer 81 85
Humidity 87 79
Rainfall 0.35

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Barometer 29.73 29.68
Thermometer 81 85
Humidity 87 79
Rainfall 0.35

Intimations.

NOTICE.

IN Commemoration of the Anniversary of the 60th Year of Her Majesty's REIGN, His Excellency Sir WILLIAM ROBINSON, K.C.M.G., will hold a RECEPTION at GOVERNMENT HOUSE on TUESDAY, the 22nd June, at 11 A.M. Ladies and Gentlemen are invited to attend.

Hongkong, 15th June, 1897. [949]

HER MAJESTY'S RECORD REIGN, CELEBRATIONS AT THE HAPPY VALLEY.

THE JUBILEE COMMITTEE have the Honour to request the pleasure of the Company of the LADIES of Hongkong at the HAPPY VALLEY on the occasion of the REVIEW and the GYMKHANA to be held on the 22nd and 23rd instants, in Commemoration of the Completion of the 60th Year of the REIGN of Her Most Gracious Majesty the QUEEN.

J. H. STEWART LOCKHART, Hon. Secretary.

Hongkong, 15th June, 1897. [950]

NOTICE.

SUBSCRIBERS to the JUBILEE FUND can obtain Tickets of Admission on the REVIEW and GYMKHANA to be held on the 22nd and 23rd instants, on application to the Undersecretary.

J. H. STEWART LOCKHART, Hon. Secretary.

Hongkong, 15th June, 1897. [951]

CUSTOMS NOTIFICATION.

No. 77.

NOTICE is hereby given that TUESDAY and WEDNESDAY, the 22nd and 23rd instants, being the days appointed for the Celebration of the completion of the SIXTIETH YEAR of the REIGN of Her Most Gracious Majesty the QUEEN VICTORIA, will be observed as HOLIDAYS at the Kowloon Customs Office, Opium Examination Office and Station. All Examination of Cargo and Clearance of Junks will be suspended on these dates.

H. M. HILLIER, Commissioner of Customs for Kowloon and District.

Custom House, Kowloon, 14th June, 1897. [940]

CUSTOMS NOTIFICATION.

No. 164.

VESSELS proceeding to the WEST RIVER PORTS under the NEW TARIFF must conform to the following Regulations:—Vessels from Canton, are to proceed by HUI Passage, Salween Channel, Tullong Channel and Junction Channel, entering the West River at First Cliff.

Vessels from Hongkong, &c. are permitted access to the West River only by either Wangman or Motomus, and will be required to report on both inward and outward trips at either Capatseon (Kowloon Customs Station) or Mongcho (Lappa Customs Station). Those going and returning must take the Kowloon Channel and Junction Channel, entering the West River at First Cliff.

These are the only routes permitted on the journey inwards or outwards.

(See Admiralty Chart No. 2565.)

By Order of the Inspector General.

E. B. DREW, Commissioner.

Custom House, Canton, 7th June, 1897. [974]

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the latest and most complete of the kind. Labor omnia vincit.

Hongkong, 17th May, 1897. [821]

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOREA.
Hongkong, 15th March, 1895. [457]

F. CAZANOVE,

BORDEAUX.

GOLD MEDALS.
Bordeaux, 1882. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

THIS ELIXIR is employed with success to restore the FORGOTTEN OF THE STOMACH AND FACILITATE THE DIGESTION.

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Of the Rev. Father A. KERMANN

COCA-KOLA of Dr. GÖLE.

CREME DE MANDARINE.

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Imperial Government Paper Mills, Japan.

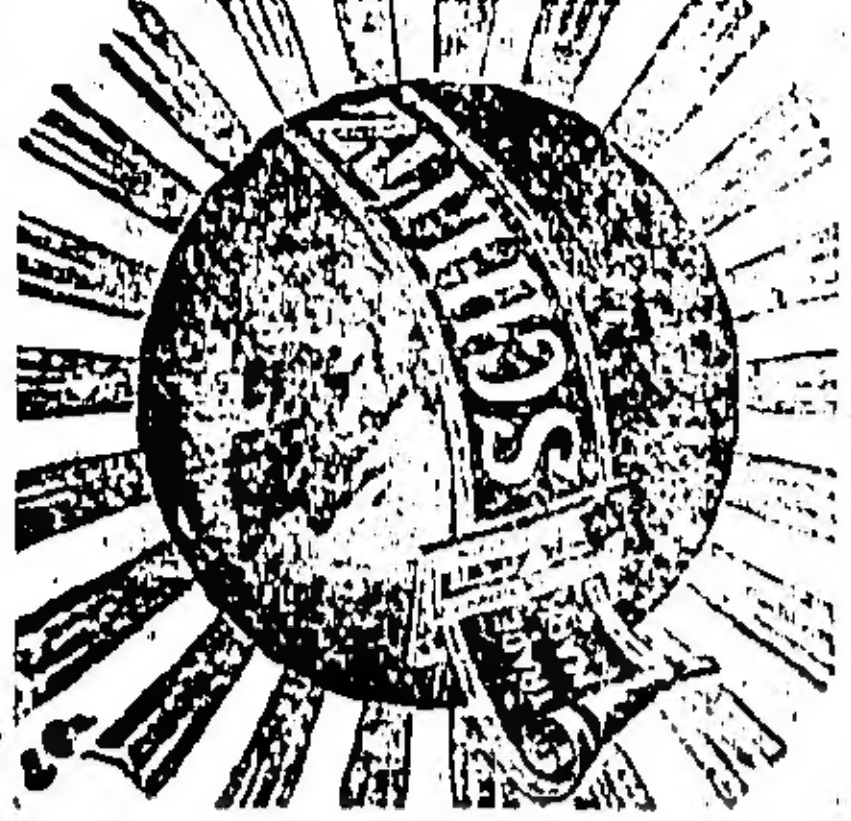
Imperial Government Paper Mills, Japan.

Imperial Government Paper Mills, Japan.

Imperial Government Paper Mills, Japan.

Imperial Government Paper Mills, Japan.

Intimations.



WATKINS & CO.,
SOLE AGENTS.

THE WORLD RENOWNED

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C. P. A LA SIRENE

Established 1839, PARIS.

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Only genuine if Labelled and Stamped
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M. OPPENHEIMER & Co., PARIS



SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

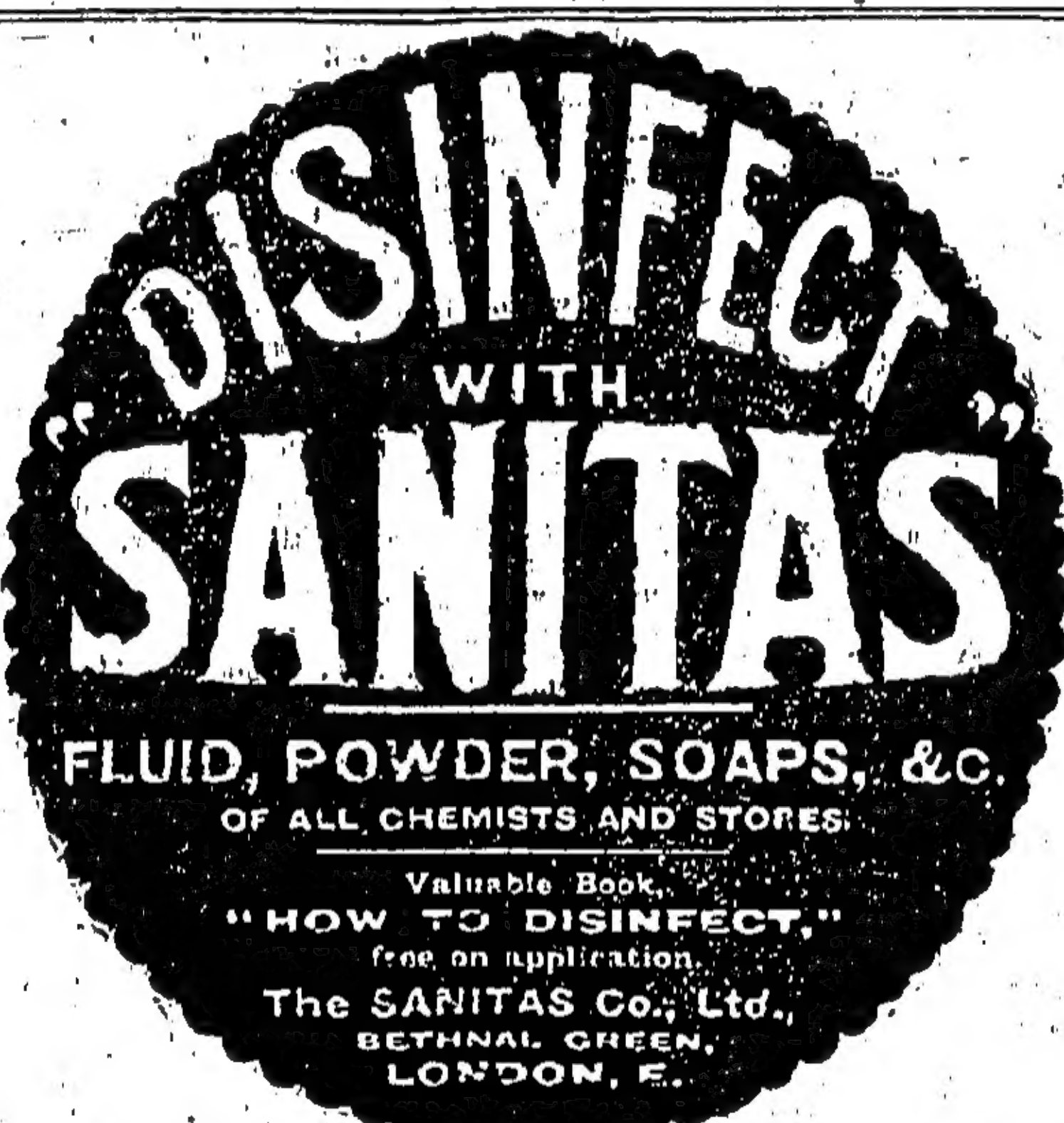
Liquors Factories—Preserves Factories

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Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.



EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phages of Throat and Lung Diseases. It stops coughing, relieves all inflammation, overcomes the excessive wasting of the system, and gives it strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS, Hongkong, & Co.

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great Strengthening Properties and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [38]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for Hongkong and the
Empire of China—
WATKINS & CO.
40, QUEEN'S ROAD CENTRAL,
HONGKONG. [91]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.
Sole Agents for the Eastern Hemisphere
towards the highest prices at every Exhibition;
and for the United States and South
America.

CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES.
No. 24 & 26, Queen's Road Central. [40]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.
Sole Agents in the East for the celebrated
CLOUTIER, HUMBER and GLADIATOR Co., Ltd.
Diamond Jewellers, Bicycles, Paris, 1889.
A special reliable Watch made for this Climate.
Quality B. \$16
Quality C. \$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office. [41]

CARBOLINEUM-AVENARIUS

USED FOR 20 YEARS.
With the Utmost Success.

"Thoroughly reliable" preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
Scheele & Co.
Hongkong, 16th May, 1896. [13]

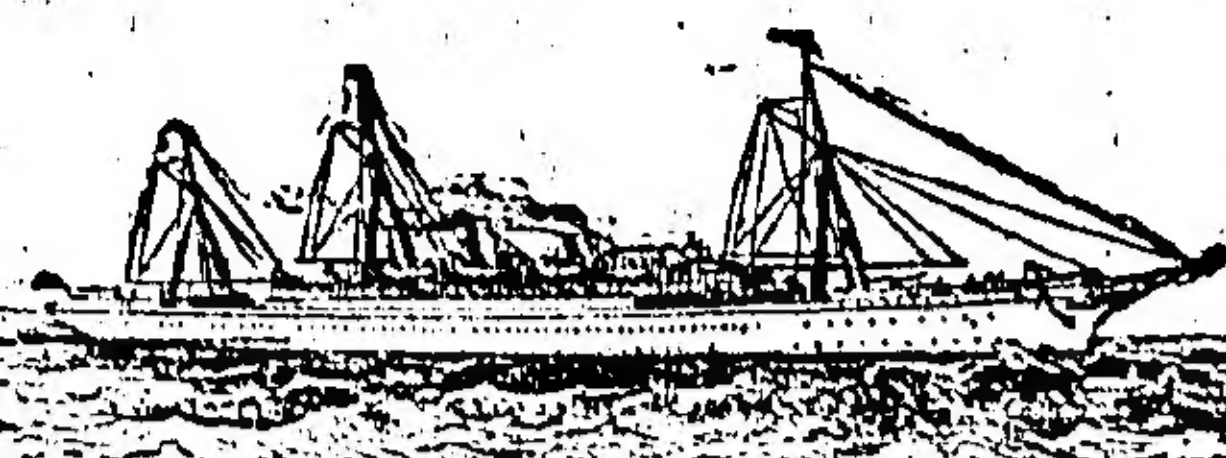
SIEN TING,
SURGEON-DENTIST,

No. 10, D'ARAGUIA STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 17th September, 1895. [42]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twice a Week—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th June.

EMPEROR OF JAPAN, Comdr. H. Pybus, R.N.R., WEDNESDAY, 21st July.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 11th Aug.

THE magnificent Twin-Screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 15th June, 1897.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 17th June, at 6 P.M.

Belgit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 6th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th July, at Noon.

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 17th June, 1897, at 6 P.M.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Cashier's Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th June, 1897. [12]

P. BLACKHEAD & CO.,

SHIP-CHANDLERS, SHIPWRIGHTS,
GOAL AND PROVISION MERCHANTS,
CHARTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAFFIN'S GENUINE
COMPOUND RED HAND BRAND,
HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL FLOUR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
HARTMAN & CO. PRIMA, &c.
Hongkong, 16th May, 1897. [39]

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"KAISAR-I-HIND,"
Captain S. Farquhar, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c. TO-MORROW, the 17th June, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Orizaba* leaving that Port on the 9th July for London direct.

Silk and Valuable, all Cargo for France, and Tea for London, under arrangements will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 16th June, 1897. [15]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAUPEL, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK-SEA AND BALTIC PORTS:
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH-AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia Tuesday... 22nd June.
Sachsen Tuesday... 20th July.
Bayern Tuesday... 17th Aug.
Frisia-Holstein Tuesday... 14th Sept.

Prussia Tuesday... 12th Oct.
Sachsen Tuesday... 9th Nov.
Bayern Tuesday... 7th Dec.
Frisia-Holstein Tuesday... 4th Jan.

ON TUESDAY, the 22nd day of June, 1897, at 9 A.M., the Company's Steamship "PREUSSEN," Captain F. Wulff, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAUPEL and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 19th June. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 21st June, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor, Nurses and Stewards.

Lines can be worked on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 25th May, 1897. [850]

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERMEDIATE and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia [2,608] Tuesday... [1] July 6.
Patriot [2,507] Tuesday... [1] July 27.
Tacoma [2,545] Tuesday... [1] Aug. 7.
Victoria [3,107] Tuesday... [1] Sept. 7.
Olympia [2,608] Tuesday... [1] Sept. 28.
Columbia [2,608] Tuesday... [1] Oct. 19.

THE Steamship

"OLYMPIA,"
Captain J. Trustbridge, sailing at Noon, on TUESDAY, the 6th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.); via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be forwarded by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 16